

CITIZENS OF RICHMOND UNSELFISH IN SUPPORTING GOOD ROADS WORK

CIVIC BODIES ACTIVE IN PASSAGE OF AMENDMENT

Members of League of Women Voters Help in Canvass for Ballots.

FINANCIAL AID IS EXTENDED

Two Hundred Business Men, Under Leadership of Oliver J. Sands, Add 2,500 Members to Virginia Good Roads Association.

By V. D. L. Robinson,
Executive Secretary, Virginia Good Roads Association.

Keenly alive to the importance of developing the vast resources of the Commonwealth, the citizens of Richmond, through the various civic bodies, have taken an active part in the work of the Virginia Good Roads Association and its program. A splendid spirit of unselfishness has been demonstrated by the men and women of the capital city, who, in giving of their time and money to the furtherance of the work of the association, have not asked how many miles of highway can be obtained in the immediate Richmond district. They are anxious to join forces with all other communities throughout the State in getting dependable connected highways all over the State as speedily as they can be economically constructed, feeling that Richmond will benefit from the general development of the Commonwealth.

Chamber of Commerce Helps.
When the good roads constitutional amendment had been passed at two sessions of the General Assembly and was ready to go before the people for ratification, the Chamber of Commerce came forward with the city's share of the cost of making an energetic campaign through the use of motion pictures and other means. In bringing about a favorable vote by the people of the State. Other civic bodies co-operated in this campaign. The Kiwanis Club of Richmond took the leadership in the Richmond city campaign and had every voting precinct supplied with workers on election day, November

2, securing a majority in excess of 14,000 for the amendment. Many of the members of the League of Women Voters, acting as individuals, made an active canvass of the women voters of Richmond and the State in the interest of the amendment. To the interest which the men and women of Richmond manifested in the good roads amendment, belongs a large part of the credit for the victory of 63,000 majority, a larger majority than was received by any candidate in the election.

Richmond did not lose interest in the future road program of the State with the ratification of the constitutional amendment permitting the State to issue bonds. At the annual convention of the association in Roanoke, the Chamber of Commerce, Rotary and Kiwanis Clubs were represented and Colonel Thomas B. McAdams, their choice for member of the executive committee of the association from the Third Congressional District, was unanimously elected. Colonel McAdams immediately became one of the leaders in the work of the association, and his advice and counsel have been of inestimable value to the association.

Financial Support Given.

Richmond again came to the front in the financial support of the work of the association. Under the leadership of Oliver J. Sands, president of the American National Bank, as general chairman, 200 of the city's leading business men, representing the Rotary, Kiwanis, City, Advertising and Richmond First Clubs, the Richmond Automotive Dealers, Merchants and the Life Underwriters' Associations and the Richmond public schools team, made an active canvass of the city, which added 2,500 to the list of members of the association in the city of Richmond. Chairman Sands was given able assistance in the organization work incident to the campaign by Scout Executive Charles L. Weaver, who not only aided with his counsel, which was particularly valuable by reason of his previous successful work in Boy Scout campaigns, but gave a great deal of personal attention to the management of the details of the campaign. The advertising and publicity committee was under the direction of S. T. Leaning, president of the Richmond Advertising Club, and it was through his committee that the effective window displays were secured.

The classification of memberships taken by Richmond organizations,

and individuals, included the life membership at \$100; sustaining membership at \$25; contributing membership at \$10, in addition to memberships at \$5 and \$2 each. Lack of space prevents the publication of a complete roster of membership. The list of members in the first three classifications is as follows:

\$100 Memberships.

Allen & Ginter branch, Allport Construction Company, Virginia Trust Company, National State and City Bank, G. L. Hall Optical Company, Benton-Bailey Company, Monte Stone, Inc., Marmon-Haynes Corp., Richmond Automotive Trades Association, Planters National Bank, American National Bank, First National Bank, Merchants' National Bank, Virginia Automotive Dealers' Association.

\$25 Memberships.

Atlantic Bitulithic Company, Binswanger Company, Broadway National Bank, Benj. T. Crump Company, Jones Motor Car Company, Kline Car Corp., Hotel Richmond, Larus & Bros. Co., C. F. Sauer Company, Standard Oil Company, Standard Paper Manufacturing Company, E. B. Taylor Company, Travelers' Protective Association of Virginia, Sitterling-Carneal-Davis Company, J. Mullen, F. B. Addison, Larus Bros., Western Electric Company, George C. Andrews, Gallion Iron Works, Oliver J. Sands, H. B. Frischkorn, Miller & Rhoads, J. G. Walker, Smyth Bros.-McCleary & McCleannan, William Rueger, Gibson, Moore & Sutton, John C. Robertson, B. W. Lipscomb, Church Hill Bank, Cohen Company, Richmond Structural Steel Company, C. P. Lathrop & Co.

\$10 Memberships.

League of Women Voters, Ann C. Davenport, Transit Lumber Co., Inc., Transportation Motor Co., Vose Dental Co., United Motor Corp., Virginia-Carolina Hardware Co., Westmoreland Candy Co., White Auto Service Co., Young Men's Shop, James River Garden Club, Mrs. T. N. Wheelwright, president of the Woman's Club of Highland Park; Women's Welfare Work, R. E. Cunningham, Mrs. Ivan Maltzby, L. H. Jenkins, Inc., Coleman Wortham, W. H. Adams, C. B. Richardson, Hermann Schmidt, F. W. Dabney Co., W. I. Trevett, Fourquare Temple Co., J. D. Hankins, Dr. K. S. Blackwell, A. L. Gray, E. Hill, S. W. Budd, R. V. McCraw, J. A. Hoggan, Cohen Bros., Miller Mfg. Co., Jones Bros. Co., Dreyfus & Co., Inc., T. W. Wood & Sons, E. L. Taylor & Co., Nicholas Rutenberg, J. G. Saunders, C. L. Moncure, Dr. Stuart McGuire, W. Jorg, Edgar M. Andrews, J. H. Price, R. L. Andrews, J. B. Mosby Co., McCorty

& Vickery, Preston Belvin, C. H. Booth, Mrs. John K. Branch, John S. Bryan, L. G. Chelf, Mrs. T. A. Cary, W. C. Carpenter, Norman Call, J. N. Dart, M. B. Florsheim, Jos. J. Kecky, Thos. D. Jones, T. W. Little, Thos. B. McAdams, A. O. Swink Geo. B. Hundley, E. D. Simpson, C. F. Sauer, Jr., Douglas Vanderhoof, Granville G. Valentine, Stewart M. Woodward, Alsop Motor Corp., Thos. Adkins Co., Bodeker Drug Co., The Beaumont Co., H. F. Bernard & Bros., Broad Street Garage, N. W. Bowe & Son, R. S. Christian & Sons, J. H. Chappell & Co., Carle-Boehling Co., Inc., Cheek Neal Coffee Co., Chevrolet Motor Co., Stephen A. Ellison & Co., Forbes Motor Co., Franklin Motor Co., Gregory & Graham, Richard Gwathmey & Co., Garrett & Massie, Harper-Overland Co., S. H. Hawes & Co., Harrelson & Co., Harwood Bros., Holladay Co., Johnson & Longworth, Lichtenstein Bros., Lefebvre-Armistead Co., A. Meyer's Sons, National Motor Co., Old Dutch Market, Pemberton & Benson, J. E. Phillips & Sons, Powers-Taylor Drug Co., Richmond Skirt Mfg. Co., Richmond Hardware Co., Stone Motor Co., Stutz Motor Co., Southern Day-Elder Motor Co., Smith & Hicks, T. & E. Laundry, Tanner Paint & Oil Co., Tragle Drug Co., W. T. Dabney, International Harvester Co. of America, R. O. Bell, A. F. Jahnke, Richard H. Smith, W. M. Reynolds, Inc., E. R. Williams, W. S. Ryland, Virginia Machinery & Well Co., W. T. Hood, J. Bryan, Kellam Hospital, H. W. Woody, Bearing Service Co., Williams Printing Co., A. M. Walkup Co., J. M. Culbreth, Bank of Commerce & Trusts, T. S. Wheelwright, Branch Cabell Co., Baughman Stationery Co., Smith & Lamar, Philip Levy & Co., City Ice Delivery Corp., Gill Piston Ring Co., C. Coomenges, S. P. Dowdy, Julien H. Hill, W. C. Hill Printing Co., J. Scott Parrish, Chas. W. Selden, Huyler's, J. B. Pritchett, The Weisberger Co., Stebbing & Pauli, Richmond Taxicab Co., Inc., T. Garnett Tabb, F. W. Dabney & Quarles, E. P. Murphy & Son, W. R. Northern, Gans-Rady Co., Frank Moriconi Co., Seymour Sytle, Simon Sytle Clothing Co., C. B. Haynes Co., H. M. Smith, Jr., G. R. Kinney Co., Rubens Pain & Glass Co., C. D. Proffitt, S. S. Kresge & Co., S. S. Kresge Co., S. Galeski Optical Co., Phillips Lumber Co., W. B. Nelson, Lewis Kaufmann, J. G. Hood, Stewarts Products Co., H. S. Wright, Jules K. Bohannan, H. M. Rountree, Garden Club of Virginia, Mrs. M. C. Patterson, president.

ROADS, SCHOOLS AND TAXATION SUBJECTS FOR GENERAL ASSEMBLY

FINANCING HIGHWAYS IS BIG STATE PROBLEM

Senator C. O'Connor Goolrick Tells of State Funds Available for Projects.

FEDERAL AID IS UNCERTAIN

Reasonable Bond Issue Necessary If Virginia Is to Keep From Bottom of List of States in Road Construction.

(By State Senator C. O'Connor Goolrick, of Fredericksburg.)

Three allied subjects of paramount importance will probably occupy to a large extent the time of the next General Assembly. These subjects are: Roads, schools and taxation. The General Assembly will doubtless find it necessary to consider them more or less together, since each has a bearing on the other two. However, this article will be confined to the road question. Now that the primary is over, this question can perhaps be considered on its merits without regard to politics or to the political fortunes of any candidate. This is as it should be, since Virginians are, or at least ought to be, anxious to solve the problem this question presents in a manner most conducive to the progress and prosperity of the State. Consideration of the "good roads subject" may be discussed under two heads, to-wit: Finance and administration.

The Financial End.

Money, how and where to obtain it in sufficient amount to carry out a progressive two-year program, is the first consideration in Virginia's future road problem. This brings us face to face with the question of a bond issue. Speaking generally, any

suggested bond issue, State, county, city or town, is unpopular, particularly upon first thought, and it goes without saying that no bond issue should be resorted to unless the necessity therefor can be clearly demonstrated. It may be admitted that the ordinary distaste of the taxpayers for bond issues, plus a good deal of misleading propaganda spread broadcast throughout the State by some opponents of such an issue, has for the moment unduly prejudiced a majority of Virginia people against the proposal to have the next General Assembly authorize an issue of \$12,000,000 of bonds for new construction on the State system of roads. Should this prejudice continue it will doubtless be reflected in the action of the Assembly. If we assume for the purpose of this discussion that there will be no bond issue, let us see what situation will result.

State Funds for Roads in 1922.

There is no certainty that Federal aid for road building will be continued, and at this writing the outlook, to say the least, is not satisfactory. If it is continued, Virginia should receive about \$2,000,000 in 1922 and the same amount in 1923. The State cannot count on this Federal aid at the present time, and, therefore, I will take up the discussion of such State funds as will approximately be available in 1922. These funds are estimated as follows:

Mill tax (Auditor's estimate)	\$1,600,000
One-third auto tax	700,000
Estimated value of convict labor	300,000

Total \$2,600,000

The present State appropriation for the highway system—and, of course, it will be understood that I am now dealing with that system exclusively—is about \$600,000 per year, so that if this is continued in 1922 the total available State funds will be \$3,200,000. It is possible that the appropriation may be increased to \$1,000,000, but no more, in which event the total will be \$3,600,000.

The above is for new construction

on the highway system, which now embraces 3,850 miles of State roads, of which approximately 800 to 1,000 have been built, and is exclusive of State aid to county systems, now \$700,000 per year, which will probably be increased to \$1,000,000, and exclusive of the other two-thirds of automobile tax, which is set apart for maintenance and resurfacing. The estimated amount to be derived from the mill tax, as set out above, is based on the new assessment.

\$3,600,000 for 1922.

Thus, it will be seen that without Federal aid \$3,600,000 for the year 1922 and approximately the same for the year 1923 is the maximum amount Virginia will have to spend for new construction. These amounts cannot be enlarged except by increased taxation, against which the next Governor, wisely or not, has committed himself; or by additional appropriations in excess of \$1,000,000 from the general funds, which can't be done save at the expense of the school system and State institutions.

As to a Bond Issue.

We have then the alternative of a two-year program of road building with totally inadequate funds or a bond issue as proposed. It is not my purpose to argue here the question of a bond issue. I am simply writing to point out the real situation. It is not out of place to suggest, however, that while Virginia is plodding along with, not exceeding, \$3,600,000 per year for the next two years, North Carolina and Maryland, with better roads already than we have, will be spending far in excess of this sum, as will also West Virginia. Maryland has already issued and spent \$30,000,000 of bond money on her road system; North Carolina this year authorized a bond issue of \$50,000,000 to be spent through five or six years, while the West Virginia Legislature this year actually authorized \$14,000,000 and declared itself in favor of a total issue not to exceed \$50,000,000.

If Virginia, through lack of vision or excess conservatism, limits her road-building funds for 1922 and 1923 to the amount set out above, she

will inevitably be near the bottom of the list of States in new construction during these years. The only alternative to such undesirable fame seems to be a reasonable bond issue, safeguarded as to selling price and interest rates. So far as the interest is concerned, benefits derived by the State and her people from the resulting construction of permanent roads will, in the opinion of many well-informed men, pay the interest many times over.

If the people of the State do not want a bond issue, so well and so good, the responsibility is theirs; but if they turn their thumbs down on the proposal, they should not complain if Virginia falls far behind her sister States during the next two years.

Administration.

During the past few months considerable criticism has been leveled at the law passed at the extra session of 1919, creating the present State Highway Commission, and more or less criticism directed at the Highway Department. Some of this criticism is doubtless justified, but a great deal of it is entirely without merit. So much of the criticism as is honest and intended to help, rather than hinder, the commission and the department should be welcomed, but such of it that plainly seeks to discredit the commission and the department to satisfy some personal grudge should be rejected.

Doubtless, the Highway Commissioner has made mistakes. To err is human, and it would be impossible for any department to carry on work of the magnitude for which the Highway Department is responsible without making some errors of commission and omission. On the whole, considering the handicaps under which the department has labored, I believe its work has been satisfactory to a large majority of those who have followed it closely. Complaint has been made of slow progress in building the highway system, but it is perhaps not generally known that the work was largely held up last year by the Highway Commission

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